PAPERS

IN CONNECTION WITH THE

QUEBEC BRIDGE

[148]

QUEBEC, October 14, 1903.

SIR,—I have explained to you in the course of our numerous interviews the present position of the Quebec Bridge Company, and I believe you realize that we are obliged to make a further application to the Dominion Government for assistance towards completing the works undertaken.

In accordance with your request, I desire to make my application in writing, and to put briefly before you the position of this company and its undertaking, and the present state of the works it is carrying out.

Herewith I submit a statement of the financial condition of the company prepared by our auditors up to this day.

Further, I have handed to you and to the chief engineer of the Government divers detailed statements with respect to the amount required to complete the work now in progress, and also to show the earning power of the bridge and terminals.

It is admitted that the undertaking is one not only of local and provincial but also of national importance. The City of Quebec, the Government of the Province of Quebec and the Government of the Dominion have recognized this threefold character and its importance by each granting subsidies to assist in carrying out the undertaking.

At the present time, the substructure of the bridge and its approaches have been completed, and some work has been done on the superstructure of the bridge. This has entailed an expenditure of all the proceeds of the paid-up stock of the company as well as the portion of the subsidies received and left the company indebted in the sum of about $779,500.

The company now desire to raise by the issue of bonds or debentures a sufficient sum to discharge this liability, and enable them to complete the works of their undertaking. They suggest that the Government should assist them to accomplish this by guaranteeing the bonds, a liability which they confidently believe will be merely nominal and never entail any actual expenditure by the Government.

So confident are the company in the prospects of the undertaking that if with the assistance of the Government they are able to complete it they are willing not only to undertake in this way the liability for the whole issue of the necessary bonds, but also to forego any claim of the Government for the unpaid balance of their subsidy amounting to $670,000.

The most carefully considered estimates place the gross earnings of the undertaking during the first and second years of its operations at a sum of $336,040, and the cost of maintenance at $85,000, leaving a net revenue of $251,040.

Considering the great and urgent demand for through communication between the important south shore railways now opposite Quebec, viz. : Intercolonial, Grand Trunk, South Shore Railway, and Quebec Central ; and the north shore railways now at

Quebec, viz. : the Canadian Pacific Railway, the Great Northern, the Lake St. John, and the Quebec Railway, Light and Power Company, not to speak of the prospective lines such as the Grand Trunk Pacific and Canadian Northern, and the volume of freight which is sure to be exchanged between these roads and considering the extensive business carried on between Quebec city and the populous districts reached by the south shore railways, this estimate of gross receipts is certainly not excessive but should rather be considered as very conservative, and it is meant to apply to the first or second year of the operation of the undertaking only ; it is quite certain that after the first couple of years of operation the traffic carried in and out of Quebec city will very materially increase, and it should not be an over-estimate to say that in ten years the traffic will have increased from 25 per cent to 50 per cent over what is estimated for the first or second year.

The estimated cost of completing the undertaking is about $6,900,000, and the net revenue of $251,000 will be sufficient to pay 3 per cent thereon and still have a balance of $56,000.

The company, therefore, request the Government to undertake, on such terms as they may think proper, to guarantee an issue of their bonds or debentures to an amount not exceeding $6,900,000.

I have the honour to be, sir,

(Sgd.) S. N. PARENT,

President Quebec Bridge Company.

CERTIFICATE OF PAYMENTS MADE AND AMOUNTS RECEIVED AND BONDS ISSUED BY THE COMPANY.

We, the undersigned President and Chief Engineer of the Quebec Bridge and Terminal Company, hereby certify that the Quebec Bridge Company has paid the sum of $42,200 for engineering and land damages and $198 for clearing right of way, also the sum of $50,000 for engineering and general expenses out of paid up capital stock up to December 1, 1902, and that liabilities for bridge superstructure erected to date amount to the sum of $30,000, and for engineering and current office account to the sum of $25,000.

And we further certify that the Company has received the following subsidies, namely :—

From the Dominion of Canada	$374,353 00
From the Province of Quebec	250,000 00
From the City of Quebec	300,000 00
Total	$ 924,353 00

and has paid over the amount of said subsidies (less discount on the bonds issued by the City of Quebec, to wit, the sum of $9,435.00) to the contractor in connection with the undertaking.

We further certify that the Company has issued bonds in accordance with the conditions of the contract between the Company and the contractor of the face value of $472,000.00 which have realized the sum of $283,279.

S. N. PARENT,

President.

E. A. HOARE,

Chief Engineer.

October 19, 1903.

SESSIONAL PAPER No. 148

ESTIMATE OF THE TOTAL COST OF THE UNDERTAKING MADE BY THE CHIEF ENGINEER OF RAILWAYS AND CANALS.

September 17, 1903.

SIR,—At the request of the Acting Minister of this Department made a short time ago, I have carefully examined the plans of the Quebec Bridge, and the plans and profiles of the Approaches thereto, together with the plans of the Terminals, Storage and Transfer Yards, and from the information obtained therefrom, and from other sources, I estimate the cost of construction of these works to be approximately as follows, viz:—

South approach, Storage and Transfer Yard.

Land and damages	$ 21,000	
Construction of double track and yard	459,800	
		$480,800

Bridge.

Substructure	$1,217,400	
Steel superstructure	3,388,800	
Wooden floor beams	156,500	
Track on bridge	4,800	
		4,767,500

North approach, Storage Yard and Terminals.

Land and damages	$ 414,000		
Construction of double track and sidings	533,060		
Passenger and freight station, engine house, car shops	90,000		
			1,037,060
Engineering contingencies, &c., 7% on	6,285,360		440,000
			$6,725,360
Add duty, 35% on 63,540,000 pound sat 3½-100c. per lb. =$2,223,900			778,365
			$7,503,725

I have the honour to be, sir,
Your obedient servant,

(Sgd.) COLLINGWOOD SCHREIBER,
Chief Engineer, Railways and Canals.

L. K. JONES, Esq.,
Secretary, Railways and Canals,
Ottawa.

STATEMENT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS AS TO THE VALUE OF THE WORK DONE, PAYMENTS MADE AND INDEBTEDNESS OF THE COMPANY.

OFFICE OF THE DEPUTY MINISTER AND CHIEF ENGINEER,
OTTAWA, ONT., October 16, 1903.

Quebec Bridge.

MEMORANDUM of value of work done, amount of payments made, and showing amount of floating debt.

Value of work done, engineering, &c		$1,416,394 00
Payments made		1,198,141 00
Balance due on work, &c., up to December, 1902		218,253 00
Other indebtedness		561,298 00
Floating debt up to 1st October, 1903		779,551 00
Substructure		1,217,359 00
Superstructure		156,640 00
Certified to by R. C. Douglas, 31st Dec., 1902		1,373,999 00
Clearing land		195 00
Engineering and land damages		42,200 00
Value of work done up to 31st Dec., 1902		1,416,394 00
Value of work done as above		1,416,394 00
Paid in cash on account	$747,653 00	
do do	167,209 00	
		914,862 00
		501,532 00
Paid in bonds at 60% of face		283,279 00
Cash due contractor		$218,253 00
Bonds issued		472,000 00
		$690,253 00
Interest on bonds and cash owing		34,298 00
Engineering, &c		25,000 00
Due on superstructure work since 11th August, 1903		30,000 00
Floating debt, 15th Oct., 1903		$779,551 00

COLLINGWOOD SCHREIBER,
Chief Engineer, Railways and Canals.

CERTIFICATE.

Stock issued		$200,000 00
Amount paid up		6,585 70
Total number of shares subscribed		2,203
Fully paid up	150	
4% only paid up on following :—		
U. Barthe	50	
F. X. Berlinguet	50	
Wm. Rhodes	25	
	275	
25% paid up on		1,928
1,928 shares, 25%		$48,200 00
125 " 4%		500 00
100 " 100%		15,000 00
		$63,700 00
Ledger shows to credit of Capital Stock		65,585 70
Difference		$1,885 70
Explained thus :—		
Old grant from Province of Quebec		1,681 69
Forfeited payments		$204 01

QUEBEC BRIDGE AND RAILWAY COMPANY.

List of Shareholders, 14th October, 1903.

Names.	No. of Shares. 25% paid up.	Fully paid up.
Allard, J. B. & Fils	1	
Amyot, Geo. Elie	2	
Amyot, Geo. Elie	15	
Amyot, Jos	5	
Anctil, Joseph	1	
Asselin, N. H	1	
Audette, Rod	145	4
" Henriette		1
" Albertine		1
" Gabrielle		1
" Rose-Marie		1
" Laure		1
" L. Gustave		1
Barbeau, Napoléon, snr	2	
Barthe, Ulric	50	
Beau, Reine J	1	
Beauchamp, Jos	1	
Beaupré, Dr Wilfrid	1	
Bédard, Ludger O., (Succ.)	2	
Bédard, Joseph E	5	
Bédard, Elie	5	
Bédard, J. B. & Frère	2	
Beemer, H. J	140	
Bélanger, J. A	1	
Bélanger, A	1	
Bélanger, Edm. & Cie	1	
Belzil, Louis G.	1	
Berlinguet, F. X.	50 (4% paid up)	
Bilodeau, Ignace	5	
Blais, Wilbrod	5	

QUEBEC BRIDGE AND RAILWAY COMPANY—*Continued.*

LIST OF SHAREHOLDERS, 14TH OCTOBER, 1903—*Continued.*

Names.	No. of Shares. 25% paid up.	Fully paid up.
Boswell, Vesey	110	9
Boulanger, Mme Alice A		1
Breakey, John	100	4
Cantin, Victor	1	
Cantin, Isidore D	1	
Carrel, Frank	1	
Casgrain, Dr Edmond	10	
Chabot, L. G	1	
Châteauvert, Victor	6	
Châteauvert, Geo	1	
Chauveau, Alex J	5	
Choquette, P. A.	2	
Clément, F. X. M.	1	
Cloutier, Ephrem	5	
Cloutier, Joseph	1	
Consigny, N	2	
Côté, Achille	1	
Côté, Edouard	1	
Côté, Joseph	1	
Côté, P. J	5	
Côté, J. B	1	
Crépault, Zéphirin (Succ.)	10	
Darveau, C. (Succ.)	1	
Darveau, Geo	10	
Delâge, Cyrille F	5	
Demers, Ls. J	5	
Derome, Hortiste	3	
Déry, I. P. (Succ.)	2	
Déry, Art	1	
De St. Georges, H. Q	1	
Dion, F. X	1	
Dionne, Octave	1	
Dobell, Mrs. E. F.	100	3
Dorval, Eug	1	
Doyle, Wm	3	
Drolet, Désiré E	5	
Drolet, Arthur	4	
Drouin, Nap.	10	
Dubord, C. E	5	
Dumoulin, P. B.	10	
Dupuis, A. B	10	
Duquet, Cyrille	1	
Dussault, Napoléon (Succ.)	1	
Faguy, Lepinay & Frère.	10	
Faguy, Rév. F. X	1	
Forsyth, J. Bell	19	
Fortier, Nazaire	10	
Fortier, Félix Geo	2	
Fournier, Augustin	10	
Fraser, Mme Renée A		1
Garant, Villebon	1	
Garneau, Ném	55	4
Gauthier, Jos. & Frère	20	
Gauvreau, F. E	1	
Gignac, J. H	5	
Goulet, Onésime	1	
Gregory, J. U	1	
Grenier, A.	5	
Guérard, Malvina P	1	
Hamel, Dr. Auguste	2	
Huot, Emmanuel (Succ.)	1	
Jacot, Emile (Succ.)	1	
Jacques, Oct.	5	
Jobin, Elie	10	
Kirouac, F. (Succ.)	20	
Lafrance, C. J. L	2	
Laliberté, Edmond	5	
Laliberté, J. B	110	8
Langlais, J. A. & Fils	1	
Lantier, Dr. A. A	1	
Larochelle, J. H	10	

SESSIONAL PAPER No. 148

QUEBEC BRIDGE AND RAILWAY COMPANY—*Continued.*

LIST OF SHAREHOLDERS, 14TH OCTOBER, 1903– *Continued.*

Names.	No. of Shares. 25% paid up.	Fully paid up.
LaRue, Roger..	10	
Lavoie, Napoléon	2	
Leclerc & Roy	2	
Légaré, J. B. D.	1	
Lemieux, J. F.	1	
Lemieux, N. & Fils	10	
Lemieux, Mrs. E. Smith	1	
Lemoine, Gasp	68	10
Lemoine, Gasp. (in trust)	20	
Letellier, Alp. (Succ.)	5	
Levasseur, Naz	1	
L'Heureux, Théophile.	1	
McCall, Shehyn & Co	10	
McWilliam, Wm	2	
Madden, Geo	5	
Magnan, C. J..	1	
Malouin, Albert.	2	
Marcoux, L. C.	5	
Marois, Elzéar (Succ.)	1	
Marois, F. X.	1	
Marsh, Wm. A	10	
Martineau, J. Elie	10	
Matte, J. Siméon	3	
Migner, Thomas	1	
Moisan, J. A	1	
Moisan, L. A	1	
Morin, L. D	1	
Morisset, Côme L. A.	1	
Morissette, J. B.	10	
Myrand & Pouliot	2	
Noreau, Charles	1	
Pampalon, Thomas (Succ.)	1	
Paquet, J. Art. (Succ.)	110	3
Paradis, Etienne.	10	
Paradis, V. E	5	
Parent, S. N.	50	75
Parent, Frs.	5	
Parent, Alexis	2	
Parent, P. Isidore.	2	
Parent, Chs. A	10	
Pettigrew, Chas	2	
Picard. Jos	1	
Picard, Stanislas.	1	
Picard, Ovide (Succ.)	5	
Pichette, Elzéar (Succ.)	1	
Plante, Oct	2	
Powell, Carlos S.	1	
Price, H. M.	142	12
Rhodes, William (Est).	25	(4% paid up)
Rioux, Narc	100	10
Robitaille, Amédée	5	
Robitaille, Alf	5	
Rochette, Gaspard	10	
Rochette, Télesphore.	10	
Rouleau, Rév. T. G	1	
Roumilhac, Edouard.	1	
Roy, Chs. E	15	
Royer, Gaudiose	5	
St. Pierre, Ernest..	10	
Samson, Joseph	6	
Savard, Elzéar.	5	
Savoie, F. Théode	2	
Scott, J. G	10	
Scott, B. A	10	
Simard, C. O	2	
Syndicat de Québec	10	
Tanguay, Geo.	5	
Tanguay, Geo. E	8	
Thibaudeau, A. A.	40	
Thompson, L. E.	2	
Turcotte. Naz. & Co.	10	

QUEBEC BRIDGE AND RAILWAY COMPANY—*Concluded.*

LIST OF SHAREHOLDERS, 14TH OCTOBER, 1903—*Concluded.*

Names.	No. of Shares. 25% paid up.	Fully paid up.
Turcotte, J. B. A.		1
Turgeon, P. L.		5
Vallerand, André E.		5
Vandry & Matte		1
Vézina, Chs.		2
Villeneuve, L. Oliver		1
Voyer, Jean		1

The undersigned certifies the above is a correct list of shareholders of the Quebec Bridge & Railway Company to date, representing 2,203 shares of $100 each (subscribed).

ULRIC BARTHE,
Secretary and Treasurer.

QUEBEC, Oct. 8, 1903.

ESTIMATES OF THE AMOUNT OF TRAFFIC WHICH WILL PASS OVER THE PROPOSED BRIDGE, AND THE PROBABLE RECEIPTS FROM SAME.

PROBABLE TRAFFIC ACROSS THE QUEBEC BRIDGE.

Estimated by Walter Shanly, C.E., in 1885 at 200 car loads per day at $4 each per annnm (313 days)	$250,400
Estimated by J. H. Walsh, General Passenger Agent of the Quebec Central RR., in 1897, at 207 cars per day—representing at $4 each per annum	259,164
Estimated by J. G. Scott, General Manager of the Quebec & Lake St. John RR., in 1899, confirming estimate of Mr. Shanly	250,000

The two latter estimates were based on figures gathered in 1897.

Trade conditions have largely improved in the last six years.

In 1896 the exports and imports of the port of Quebec amounted to	$ 9,429,321
In 1902 they reached	12,418,103
Increase	$ 2,992,782

Customs duty collected in the Port of Quebec has increased from $600,000 in 1896 to $900,000 in 1902 in round figures.

The above estimates do not include :—

The late Drummond County RR. (now the I. C. R. extension).

The South Shore RR. (under construction).

The Quebec Railway, Light & Power Co.

The Levis County RR.

The traffic of Western and New England roads now transferred to the C. P. R. at Montreal to save ferriage at Quebec.

The traffic that cannot now be handled between Quebec and Levis, such as the whole tenth class of the Canadian Joint Freight classification.

The increasing traffic already created by the large mills on the St. Maurice River and in the Lake St. John region, at Grand Mere, Shawinigan, Chicoutimi, Ouatchouan,

Peribonka and the expected development of other valuable water powers in this part of the country, around Quebec and along the Great Northern Railway line.

The immense trade to be created by the future Transcontinental Railway, which is to connect with the Intercolonial at Quebec.

The highway revenue to be derived from electric cars, vehicles and foot passengers.

From information officially given by the railway companies in 1899, the average number of cars daily using the three St. Lawrence bridges near Montreal was 1,494, divided as follows :—

Victoria Bridge	985
Lachine Bridge	322
Coteau Bridge	187
	1,494

The number of cars daily crossing the International Bridge at Buffalo was 650.

From the above the estimate given 18 years ago by Mr. W. Shanly of an average of 200 cars per day may safely be raised to 300.

Extract from a letter of Mr. Walter Shanly, dated 23rd March, 1885 :—

"An average charge of four dollars per loaded car, taking passenger and freight service together, would not be more than a reasonable toll."

As the Quebec Bridge and Railway Company will not only provide a means of crossing the river, but also extensive terminal facilities, elevator and wharf sidings, shunting grounds and stations on both shores, the average toll rate would be very moderate at $5.00 per car.

300 cars x 313 days = 93,900 which at $5.00 each would represent	$469,500 00

E. A. HOARE,
Chief Engineer Quebec Bridge Co.

February, 1903.

MEMORANDUM of estimated traffic that will pass over the Quebec Bridge and Terminal Railway between Quebec city and the South Shore Railway Lines in both directions.

INTERCOLONIAL RAILWAY.

EAST.

	Cars.
Estimated that two passenger trains from and to the east passing in and out of Quebec city daily will consist of 5 cars each or 10 cars per day for the two trains, being 20 cars in both directions	20
One mixed train each way daily of 10 cars	20
One freight train each way daily of 15 cars	30

WEST.

Estimated that two passenger trains from and to the west passing in and out of Quebec city daily will consist of 5 cars each or 10 cars per day for the two trains, being 20 cars in both directions	20
One mixed train consisting of 8 cars	16
One freight train consisting of 12 cars	24
Total cars per day, Intercolonial Railway	130

GRAND TRUNK RAILWAY.

Estimated that two and one-half passenger trains from and to Quebec city daily, each train consisting of not less than 5 cars, will equal 25 cars	25
One mixed train each way daily 10 cars	20
One freight train each way daily 15 cars	30
Total cars per day, Grand Trunk Railway	75

QUEBEC CENTRAL RAILWAY.

Estimated that two and one-half passenger trains from and to Quebec city daily, each train consisting of not less than 5 cars will equal 25 cars	25
One mixed train each way daily 8 cars	16
One freight train each way daily, 12 cars	24
Total cars per day, Quebec Central Railway	65

Summary cars daily—

Intercolonial, total cars per day,	130 ;	54	passenger cars,	76	freight cars.
Grand Trunk,	" "	75 ;	33	"	42	"
Quebec Central,	" "	65 ;	29	"	36	"
Totals		270 ;	116	"	154	"

Summary trains daily both ways—

Intercolonial, east,	4 passenger ;	2 mixed ;	2 freight.
" west.	4 "	2 "	2 "
	8	4	4
Grand Trunk	5 "	2 "	2 "
Quebec Central	5 "	2 "	2 "
Total trains passing in and out over Bridge and terminals	18	8	8

Total, 34 trains both ways daily.

Tolls based on a charge per car.

Two hundred and seventy cars daily equals 84,510 cars per year, being 36,308 passenger cars and 48,202 freight cars. Each car paying a toll of $3.00 would give a revenue of $253,530 per annum, which would be paid by the South Shore Railway line as follows :—

Intercolonial, 40,190 cars at $3	$ 122,070
Grand Trunk, 23,475 cars at $3	70,425
Quebec Central, 20,345 cars at $3	61,035
Revenue on a per car toll charge basis per year	$ 253,530

Tolls based on a charge per passenger and per ton of freight.

Estimated number of passengers and tons of freight carried :—		
Assuming that each passenger car will carry an average of 10 passengers, it would make for 116 passenger cars 1,160 passengers per day, or for 313 days in a year 363,080 carried at a toll of 25 cents per passenger would equal	$	90,770
Assuming that each freight car will contain an average of 8 tons of freight, it would make for 154 freight cars daily 1,309 tons of freight per day for 313 days in a year, equal 409,717 tons of freight at a toll of 40 cents per ton would equal		163,886
Revenue on a per passenger and per ton toll charge basis per year	$	254,656

Tolls based on a charge per train mile constructive mileage 25 miles.

ESTIMATED ON A TOLL CHARGE BASIS PER TRAIN OR PER MILE.

There being 34 trains both way daily would equal 10,642 trains per year, making a charge of $1.00 per train mile and figuring the mileage from Chaudiere to Quebec including the terminals to be equal to a *constructive mileage* of 25 miles would be $25.00 per train, or revenue on a per train toll charge basis	$	266,050

Tolls based on a charge per actual mile and rental for terminal facilities.

Estimating the charge per train mile at $1.50 actual mileage, say ten miles would be equal to $15 per train, or for 10,642 trains a revenue of $159,630. Also charging the three south shore roads a rental equal to ten per cent of the cost of terminal facilities furnished them, and estimating this at $1,000 would bring an additional revenue of $100,000 or a total of $259,630.

These terminals consisting of stations, waiting rooms, offices, freight houses, round houses, &c.

ESTIMATED ANNUAL COST OF MAINTAINING THE QUEBEC BRIDGE AND TERMINAL RAILWAY (NOT INCLUDING COST OF OPERATING TRAIN SERVICE).

Superintendence and maintenance of 30 miles of railway, including all double tracks and sidings from Chaudiere to Quebec City.	$	35,000
Maintenance of bridge		30,000
Expenditure per annum	$	85,000
Estimated		
Revenue per annum	$	255,000
Expenditure per annum		85,000
Net revenue per annum	$	170,000

This is based on the first few years of operation. An amount of 25 per cent to 50 per cent gross and net revenue might confidently be looked for within the first ten years.

From FRANK GRUNDY,
General Manager Quebec Central Ry.

Per E. A. HOARE,
Chief Engineer Quebec Bridge Co.

QUEBEC BRIDGE.

In connection with the estimated receipts from traffic passing over the Quebec Bridge and Terminal Railway from the South Shore Railway lines by which estimate it would appear that a gross earning of $336,040 per year is certain to be realized from this source during the first or second year of its operation.

The cost of maintenance of the Bridge and Terminal Railway being estimated at $85,000 per year leaves a net revenue estimated at $251,040 per year.

Considering the great and urgent demand for through communication between the important South Shore Railways now opposite Quebec and the North Shore Railways now at Quebec, viz: The Canadian Pacific Railway, the Great Northern, the Lake St. John and the Montmorency and Charlevoix, not to speak of the prospective lines such as the Grand Trunk Pacific, and the volume of freight which is sure to be exchanged between these roads and considering the extensive business carried on between Quebec city and the populous districts reached by the South Shore Railways, this estimate of gross receipts is certainly not excessive, but should rather be considered as very conservative and it is meant to apply to the first or second year of the operation of the property only: moreover, it is quite certain that after the first couple of years of operation, the traffic carried in and out of Quebec city will very materially increase and it would not be an overestimate to say that in ten years the traffic will have increased from 25 per cent to 50 per cent over what is estimated for the first or second year.

The cost of maintenance has been carefully considered and the figure given should not be exceeded. It is ample to keep the bridge and terminal property in a perfect state of repair.

The net revenue of $251,040 to be derived from the South Shore lines is sufficient to pay three per cent on a cost of $7,000,000 and still leave $41,040 per annum for contingencies.

The carrying out of this work while being of incalculable benefit to the people of Canada generally will also be of great benefit to the several railways interested, but more particularly the South Shore Railways, namely, the Intercolonial, Grand Trunk and Quebec Central. These lines have always been heavily handicapped in their efforts to do business with Quebec City. The heavy terminal expenses for handling and ferriage of freight between the South Shore and Quebec, which on the average is not less than ten dollars per car seriously interferes with the development of traffic, and is certainly a heavy charge on the commerce and business of the city, this charge prevents the railway companies from encouraging or developing their traffic with Quebec city as they do in other places, because when railways have to figure on such a heavy charge for handling and ferriage (the ferry charge is 2 cents per hundred lbs.) in summer, and (4 cents in winter) they cannot afford to name as low rates as they otherwise would, and this frequently results in differential rates in favour of other business centres against Quebec City.

In addition to this the South Shore lines should be in a position to have their trains besides the ocean passenger steamships at the Quebec docks, and the immigrant business and fast express freight business should be handled at the Quebec side when such splendid facilities can be given, thus doing away with the present inconvenient

and unsatisfactory manner in which the ocean steamships handle their business, steamers going one week to the Grand Trunk Railway at Point Levis, and the next week to the Canadian Pacific at Quebec.

The lumber, asbestos, and other export freight that is at present carried by cars to Levis and at great expense is lighteraged to ship's side would be loaded from the cars directly into ships at the wharfs along the Quebec river front.

The cost of handling hemlock bark, large quantities of which is used at the tanneries in Quebec City from the cars at Levis to Quebec aggregates $13 per car. In this alone there would be a saving of thousands of dollars per year to the Quebec manufacturers and would put them in a better position to compete with similar industries in other sections.

There is no direct railway communication between the north and south side of the Saint Lawrence east of Montreal, and as a consequence for more than five winter months of the year, the trade and commerce is practically cut off thereby affecting the growth and development of a section of the province which at present has a population of over 500,000 people—whereas at Montreal and west of Montreal through heavy governmental assistance, communication is made by means of the Victoria Bridge, the Lachine Bridge, the Coteau Bridge, and the St. Clair Tunnel between the two shores of the St. Lawrence river.

This places the portion of the Province of Quebec east of Montreal at a disadvantage. Their position would be very much improved by the construction of a bridge at Quebec and the Government assistance towards it would be a great public benefit and for the general good of the Dominion at large.

As a result of the absence of the proper facilities at Quebec, the Quebec Central Railway during the summer of 1902, carried from Beauce County, situated within forty miles of Quebec City, for export to Europe, to the Port of Montreal, 150 miles distant, 10,000,000 lbs. of butter and cheese and 30,000 tons of asbestos.

S. N. PARENT,
President of Quebec Bridge Company.

QUEBEC, June 23, 1903.

(Copy No. 101361.)

OFFICE OF THE DEPUTY MINISTER AND CHIEF ENGINEER,
OTTAWA, ONT, September 19, 1903.

SIR,—With reference to the matter of the probable extent of traffic over the Quebec Bridge, when constructed, as to which you desire some information, I have to state that, under date the 1st instant, Mr. Tiffin, the traffic manager of the Intercolonial Railway, has furnished an estimate of the number of cars that, it may be anticipated, would cross the "Quebec Bridge" daily, not taking into consideration traffic that may arise from the construction of the proposed Grand Trunk Pacific Railway. This estimate is as follows :—

	Estimated number of cars daily.
Intercolonial Railway	130
Grand Trunk Railway	75
Quebec Central Railway	71
Total number of cars estimated to cross daily	276

Extended to a full year, the aggregate is 276 cars per day × 313 days = 86,388 cars, which at $4 each, amounts to $345,552 per annum.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer.

HON. W. S. FIELDING,
Acting Minister of Railways and Canals,
Ottawa.

(Copy No. 101105.)

INTERCOLONIAL RAILWAY OF CANADA.

PRINCE EDWARD ISLAND RAILWAY.
OFFICE OF THE GENERAL TRAFFIC MANAGER, MONCTON, N.B.,
AT MONTREAL, P.Q., 1st Sept., 1903.

Memorandum for Mr. Schreiber.

Dear Mr. SCHREIBER,—Referring to the attached letter as to the probable traffic of the Quebec Bridge—in your letter of August 26th, you do not say anything as to the probable earnings which would accrue to the Bridge Company, and I have therefore not made any statement on that head, as of course it would all depend upon the charge per car made by the Bridge Company for the use of the bridge and Quebec terminals, and of course it goes without saying that unless the Bridge Company have terminals convenient to the city of Quebec it might be found just as convenient to transfer freight by boat across the river between Levis, Point Levis and Quebec, and I presume it will also go without saying that the Quebec Bridge Company will have their terminals in the city of Quebec and at a point most convenient for city delivery.

I may say further that my estimate does not quite agree with the estimate furnished by the General Manager, because his estimate shows a total of 270 cars, consisting of 116 passenger cars and 154 freight cars, while I make mine 90 passenger cars and 186 freight cars. Under my estimate the total number of cars (passenger and freight) for 12 mouths consisting of 313 days, reaches 86,388 cars per annum, and another thing which must be considered in connection with it also is that the volume of traffic passing over the Quebec bridge would necessarily be governed by the tolls which the Bridge and Terminal Company woul l exact, for the reason that if these tolls are much in excess of the present cost of handling by ferry, naturally the cheaper mode of transfer would prevail, and therefore this fact must not be overlooked in connection with the estimate of the number of cars to be handled by the Bridge and Terminal Company.

I trust that the statement will cover the information required by Mr. Fielding; if not, and you will kindly advise me what he wants, I will be glad to do my utmost to comply with your request.

Yours truly,

E. TIFFIN,
General Traffic Manager.

SESSIONAL PAPER No. 148

(Copy No. 101105)

INTERCOLONIAL RAILWAY OF CANADA.

PRINCE EDWARD ISLAND RAILWAY.
OFFICE OF THE GENERAL TRAFFIC MANAGER, MONCTON, N.B.,
AT MONTREAL, P.Q., 1st Sept., 1903.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

DEAR SIR,—Referring to my conversation with you yesterday regarding the instructions of the Honourable Mr. Fielding, Acting Minister of Railways, as to the estimated number of passengers and freight cars that will cross over the Quebec Bridge, now in course of construction, between Lévis and Quebec City, acting under instructions received from the Honourable Mr. Fielding, I beg to give you the following as an estimate of the number of cars that will cross over the Quebec Bridge daily :—

Passenger cars, 90, including mail, baggage and express cars ; freight cars, 186.

As a matter of information I have to say that the above estimate is arrived at as under :

Intercolonial Railway.—Traffic eastbound, We estimate that two passenger trains from and to the east passing in and out of Quebec City daily. will consist of five cars each or ten cars per day, which for the two trains equals 20 passenger, mail, express and baggage cars in both directions.

Freight.—One mixed train each way daily consisting of 10 cars, making 20 cars in all. One freight train each way daily consisting of 15 cars, making 30 cars in all. West—we estimate two passenger trains from and to the west passing in and out of Quebec daily, which will consist of 5 cars each or 10 in all per day, including mail, baggage and express cars, and this for the two trains equals 20 cars in both directions. One mixed train consisting of 8 cars each way daily, total 16 cars. One freight train consisting of 12 cars each way daily, or 24 in all ; making a total for the Intercolonial Railway of 130 cars per day.

Grand Trunk Railway.—We estimate that $2\frac{1}{2}$ passenger trains from and to the city of Quebec daily, each train consisting of not less than five cars, will cross to and from Quebec over the Quebec Bridge, which, including mail, baggage and express cars, will equal twenty-five cars. One mixed train each way daily of ten cars, making twenty cars in all. One freight train each way daily of fifteen cars, which equals thirty cars per day ; with a total for the Grand Trunk Railway of seventy-five cars per day.

Quebec Central Railway.—We estimate $2\frac{1}{2}$ passenger trains to and from Quebec daily will cross over the Quebec Bridge, each train consisting of not less than five cars (including mail, baggage and express cars), which equals twenty-five cars daily One mixed train each way daily of eight cars, equals sixteen cars. One freight train each way daily of fifteen cars, equals thirty cars ; or a total for the Quebec Central Railway of seventy-one cars, or a grand total as given above, of 276 cars daily.

In making this estimate I would like to point out that the estimate made by Mr. Walter Shanly, Civil Engineer, in 1885, places the average number of carloads passing over the Quebec Bridge each day at 200 cars, and an estimate prepared by the Quebec Central Railway in 1897, places the figures at 207 cars per day, and I therefore think that taking into consideration the general increase in business all over Canada that in making our present estimate 276 cars per day, we are probably not over-stating the possible traffic passing over the Quebec Bridge.

I also beg to state that in arriving at the above estimate no account is taken of the probable traffic which will pass over the Quebec Bridge in connection with the proposed Grand Trunk Pacific Railway.

It is fair to assume that the increased facilities the Quebec Bridge will give to the merchants and manufacturers doing business in the city of Quebec will necessarily mean that the business to and from Quebec should materially increase, as the handicap now against Quebec city in the handling of traffic to or from Intercolonial, Grand Trunk or Quebec Central Railway points, in consequence of having to break bulk thereby preventing the free movement of carload traffic such as heavy machinery, lumber, coal, cordwood, bark and traffic of this nature, will be obviated, and with the increased facilities afforded by means of the bridge the traffic to and from that city should materially increase.

Yours truly,

E. TIFFIN,
General Traffic Manager.